MRTS in Madras

5552. SHRI S. MADHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Mass Rapid Transit System in Madras was approved by the Planning Commission and if so, what was the cost of this project when it was approved;

(b) whether it was planned originally from Tiruvathigur to Taramani;

(c) whether the work was taken up from Beach Station to Luz and how much amount had been spent as on the 30th September, 1994; and

(d) what was the cost for taking up the work from Luz to Taramani and when it would be taken up?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) MRTS from Madras Beach to Luz was approved by Planning Commission in the year 1983 at an estimated cost of Rs. 53.46 crores.

(b) No, Sir.

(c) The work from Madras Beach to Luz was taken up and the expenditure incurred upto 30th September, 1994 is Rs. 118.19 crores.

(d) Preliminary Techno-economic Survey for MRTS from Luz to Taramani, has been included in the Railways' Works Programme — 1995-96. Taking up of the project will depend upon results of the survey and availability of funds.

Development of Jalandhar Railway Station MRTs in Madras

5553. SHRI IQBAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to develop the Jalandhar Railway Station in Punjab;

(b) if so, the details of plans for developing this Station, the different components of the proposed development scheme and the estimated cost thereof;

(c) if not, the reasons therefor; and

(d) what is Government's reaction thereto?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (d) Development of railway stations is a continuous process and the same is undertaken whenever so warranted by growth in passenger traffic, subject to availability of funds and relative priorities of various stations. Jalandhar City Railway Station was recently developed as a Model Station and amenities provided/augmented at cost of Rs. 49.15 lakh. Further work of provision of an additional foot-over-bridge at a cost of Rs. 18.92 lakh has also been included in the Works Programme for 1995-96.

Construction of over-bridge at Bata Chowk, Faridabad

5554. SHRI GHUFRAN AZAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the over-crowding and traffic congestion at the level crossing at Bata Chowk in Faridabad wherefrom thousands of daily commuters board and alight from the fast trains;

(b) if so, what are the details of proposals to solve the problem; and

(c) what is the present progress to provide an over-bridge at this crossing to meet the traffic needs and for the benefit of daily commuters?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Construction of a Road over-bridge in replcement of level crossing No. 577 at Km. 1505/25-27 at Faridabad was included in Rilway's Works Programmes in 1993-94.

(c) Detailed estimate of bridge portion has been submitted to State Government. Work will be undertaken on receipt of acceptance of these estimates and those of approaches from the State Government.

Multi-modal transport project in Bombay

5555. SHRI V.N. GADGIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Maharashtra Government had formulated in 1987 BUTP II multi-modal transport project for improving traffic in Bombay Metropolitan Regions;

(b) whether the Railways and the State Government have agreed to share the cost in the ratio of 50:50;

(c) whether the Railways have approached the Planning Commission for giving additionalities to the Railways plan to include this project;

(d) whether the Planning Commission has accepted the proposals of the Railways; and

(e) if not, what are the reasons for the same?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Yes, Sir.

(c) to (e) Planning Commission was approached to provide funds for this project as an additionality to the Railway Plan. The Planning Commission did not agree to the Railway's proposal and suggested that the rail components of the project should form part of Indian Railway's plan, as the project also involved upgradation of suburban rail transport in Bombay.

Recently, Government has decided that the Ministry of Urban Affairs and Employment (earlier called as Ministry of Urban Development) would be the nodal Ministry for BUTP-II Project, who would be responsible for arranging funds.

रेलवे लाइनों के साथ-साथ बनी हुई झुग्गी झोपड़ियों का हटाया जाना

5556. **श्री रामजी लाल** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल मंत्रालय ने आने वाले पर्यटकों पर हमारे देश के बारे में पड़ने वाले बुरे प्रभाव को रोकने के लिए रेलवे लाइनों के साथ-साथ बनी हुई झुग्गी झोपड़ियों को वहां से हटाने के लिए किसी योजना पर विचार किया है ;

(ख) क्या सरकार को रेलवे लाइनों के साथ-साथ बनी हुई इन झुग्गी झोपड़ियों की संख्या के बारे जानकारी है ;

(ग) क्या सरकार ने पर्यटकों को भारतीय पर्यावरण के बारे में यह अहसास कराने के लिए कि वह साफ सुथरा है, इन झुग्गी झोपड़ियों के निवासियों को कतिपय अन्य स्थानों पर पुनर्वासित करने के प्रबन्ध किए हैं ; और

(घ) यदि हां, तो इस योजना पर इस वर्ष के दौरान रेलवे द्वारा कितनी धनराशि खर्च की जाएगी ?

रेल मंत्री (श्री सी०के० जाफ़र शरीफ) : (क) और (ख) जी हां, रेलपथ के साथ बनी झोपड़पट्टियां रेलवे भूमि पर अतिक्रमण हैं जिन्हें हटाना एक सतत प्रक्रिया है । जहां कहीं अपेक्षित होता है संबंधित राज्य सरकारों को आवश्यक सहायता प्रदान करने का भी अनुरोध किया जाता है ।

(ग) और (घ) पुनर्वास राज्य सरकारों का उत्तरदायित्व है जिन्हें इस संबंध में अनुरोध किया गया है ।